

DRAFT

City of Decatur Interim Bicycle Master Plan



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I. Introduction

Bicycling is an important mode of transportation in the City of Decatur. Despite the metropolitan regions notable congestion, Decatur's land use, topography, compact urban core, small town feel and climate help to make it an ideal place to bicycle. As a mode of transportation, bicycling is an option for people of all ages and socioeconomic groups. Similar to the automobile it permits flexibility and independence relative to schedule and destination.

In addition to bicycling as a mode of transportation, recreational bicycling is popular in Decatur. Despite the small geographic size (4.2 square miles) of the City, there are many group rides taking place within the incorporated limits. A very popular shared use path traverses Decatur linking downtown Atlanta to Stone Mountain Park and promoting regional bicycling activities.

The objective of the City of Decatur Interim Bicycle Master Plan (Plan) is to encourage bicycling as a safe, practical, environmentally friendly, and physically active mode of transportation. The plans and policies developed in the Plan will be incorporated into the fully multi-modal Community Transportation Plan that begins study in 2006. At which time specific routes recommended in this Plan will be studied in detail, associated with costs, and phased. The goals of the Plan are as follows:

- Inventory existing conditions for bicyclists in Decatur.
- Serve as the policy framework to improve bicycling conditions.
- Consolidate the bicycle sections of the City of Decatur Strategic Plan 2000, the Avondale LCI Final Report 2002, and the Decatur Preservation Corridor Plan of 2005 into one document.
- Ascertain the needs and desires of bicyclists in the community through the Decatur Bike Survey.
- Identify desirable bicycle improvements including facilities from residential neighborhoods to commercial areas in Decatur and those connecting Decatur to neighboring jurisdictions and activity centers that will be studied in detail in the Community Transportation Plan.

II. Existing Conditions

Existing Conditions have been evaluated utilizing the four E's of bicycle planning: engineering, education, encouragement, and enforcement. The elements and existing conditions encompassed in the four E's are detailed below.

A. Engineering

Engineering includes facilities, maintenance, and parking. An adequate bicycle or pedestrian transportation system is one; which allows users with varying abilities to safely and efficiently travel from origin to destination. An adequate bikeway system will enable cyclists to bicycle around the City of Decatur and from destination-to-destination throughout the City, and between neighboring areas. Facilities in the City should connect with those in neighboring jurisdictions like unincorporated DeKalb County and the City of Atlanta.

Bicycle facilities include on-street facilities such as bike lanes, bike routes, and off-street facilities such as paths, bridges, overpasses and underpasses. Plans should include a mix of all these facilities, and may include state highways and city streets. Maintenance includes street sweeping, resurfacing, and repair.

Bicycle parking will provide a safe and secure storage area for bicyclists. The design of facilities for bicyclists should follow design guidelines and standards that are commonly used, such as the American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities and AASHTO's A Policy on Geometric Design of Highways and Streets.

i. Existing Bicycle Lanes, Routes, and Multi-Use Paths

There are currently 0.1 miles of bike lanes in Decatur. This bicycle lane off of Clairemont Avenue south of Michigan Avenue permits bicyclists to turn right into the Great Lakes Neighborhood and prohibits motor

vehicles from turning at the same location. This facility is on one side of the street only¹.

Zero (0) percent of arterial streets have bike lanes. There are 6 miles of arterial streets in the City of Decatur. All arterial streets are state roads and are under the jurisdiction of the Georgia DOT.

There are 2.38 miles of bike paths and trails in the City of Decatur. Approximately 2 miles of the Atlanta to Stone Mountain multi-use trail are located in the City of Decatur running parallel to the railroad the entire length of the City. In addition, the greenway trail is in the City of Decatur. It is a short (0.2 mile) paved multi-use trail through a woodlands area on the southern border of Agnes Scott College near East Davis Street and Green Street.

There are multiple bicycle and pedestrian only connections between neighborhoods in Decatur and connecting neighborhoods to retail and business areas. These connections exist near Beaumont Avenue and Commerce Drive, at Derrydown Way and Poplar Circle, at Lansdowne Avenue and Adair Street, along Napier Place, and at Harold Byrd Drive South and Harold Byrd Drive.

The City is home to portions of the PATH Foundation's Trolley Line on-street bike route. It enters Decatur's southwest border on Oakview Road and extends north to McDonough Street for 2 miles where it meets the multi-use trail. Approximately 3 more miles of signed bicycle routes exist on Howard Avenue (parallel to the multi-use trail), Church Street, and on Sycamore Street.

ii. Facility Maintenance

The roadway, bicycle, and pedestrian facilities in Decatur are well maintained. Currently, the downtown area and the Historic Decatur Cemetery are swept weekly. The roads in the Cemetery are part of the bicycle network in the Decatur Preservation Corridor Plan approved 2005. The Department of Public Works would like to sweep all roads in the City at least monthly, but currently due to the ownership of only one street

¹ All other mileage given is one-way mileage on two way route. For example, the 12.8 miles of bicycle lanes in the Decatur Strategic Plan are equal to one half of the total bicycle lane miles in that plan (25.6 total lane miles).

sweeper approximately 80 percent of the public roadways are swept monthly. The Department of public works has been granted funding in the FY 2005-2006 budget to purchase an additional street sweeper. It is expected that the City will be able to sweep 100 percent of roads monthly with the addition of the new machine.

In addition to street sweeping, the City's Public Works and Engineering Departments ensure the pavement is in good repair. The Departments correct potholes and other surface irregularities in addition to the planned repaving of facilities. These departments also correct hazards to bicyclists like storm drainage grates installed perpendicular to the curb.



Department of Public Works Staff correct a drainage grate on E. Ponce de Leon at Marshall Street

iii. Bicycle Parking

Bicycle parking spaces currently exist at all schools, libraries, transit stations, recreation centers, at most public spaces, parks and retail centers, and at some government and office buildings. However, some of the bicycle racks are dated and do not offer secure anti-theft protection for modern bicycles. Some of the bicycle racks have been installed incorrectly, and some of the bicycle racks are types that can damage the wheels of bicycle parked at them. These racks are pictured below.



This bicycle rack does not provide secure parking or support the bicycle correctly. This type of rack is not recommended.



This bicycle rack known as a schoolyard rack does not provide support for the bicycle frame in two places, it does not allow the bicycle and both wheels to be locked securely to the rack, and this type of rack can bend the wheels of bicycles.



This wave rack provides a misleading number of bicycle parking spaces. To properly support a bicycle only two bikes can be parked at this rack at a time. It is an inefficient use of space in Decatur.



This Class 2 inverted U rack has been installed correctly. It was installed beneath an awning which also protects the bicycle from the elements.

An additional need for secure bicycle parking spaces was identified by a walking survey of Decatur and Oakhurst noting bicycles that had been locked to trees and other types of street furniture and through the Decatur Bike Survey.



iv. **Bicycles on Transit**

Many people who use bicycles to get around the City of Decatur and metro Atlanta often use MARTA as part of their trip. Using MARTA in conjunction with a bicycle is promoted to encourage safe and efficient

commutes. The City of Decatur has three MARTA rail stations and 15 bus routes.

The Metropolitan Atlanta Rapid Transit Authority (MARTA) allows bicycles on trains at any time of the day or night. Cyclists are encouraged to be mindful of other patrons. Passengers who take their bicycles on trains are encouraged to exercise extra caution when using the rail system. MARTA is proud to be one of the few transit systems in the United States to offer such unrestricted bicycle access on trains. Bicycles are allowed on racks on front of buses, not inside. Each bus can only handle two bikes at one time, first come, first served.

The Clifton Corridor TMA offers free shuttle service from Emory University to the downtown Decatur MARTA station. Each shuttle bus is equipped with a rack that can handle two bikes at one time. However, two shuttle buses that are currently used as back-up buses in the event a bus needs repairs do not have bicycle racks. Recent additions to the fleet should ensure that all shuttle buses in operation accommodate bicycles all of the time.



A MARTA Bus operates on E Trinity Place traveling to the Decatur MARTA Station.

B. Education

Education is an important element in reducing bicyclist injuries, reducing hostility between the various transportation modes, ensuring that the law is obeyed, and that facilities are properly designed and built. Cyclists and pedestrians, as well as motorists need safety education. Police officers need education regarding the manner in which to enforce bicycle and pedestrian laws, and engineers and planners need facility design education.

Education of the general public is important for the following reasons:

- Though keeping children safe is a main concern in bicycle and pedestrian education, many adult cyclists benefit from effective bike safety instruction also.
- Very young children, the elderly, and the infirm are particularly susceptible to motor vehicle/bicycle crashes.

In addition to safety education, educating youths about transportation choices and their benefits and consequences may produce fewer auto-dependent adults. In the City of Decatur, there are three certified League Cycling Instructors. Effective cycling programs appear to be very successful throughout the United States, and should be supported. Since the use of bicycle helmets for persons under age 16 is mandated through Georgia State law², there is an additional need beyond safety for helmets among low-income families and others. Safety programs around the region that feature a low-cost helmet distribution system should be identified. The Decatur Parks and Recreation Department has, in the past, sponsored effective cycling classes and bicycle maintenance classes. These programs should be promoted to the community and if interest exists they should be offered. Decatur Yellow Bikes bicycle adoption center and local bicycle shops present excellent opportunities to promote these programs.

The City of Decatur Police Department distributes Traffic Safety Activity Books to children and is involved with teaching Traffic Safety to Elementary School Students. Education also occurs through the Safe Routes to School Pilot Program at Glennwood and Clairemont Elementary schools, and through materials distributed on the City's www.bikedecatur.org website and made available at City Hall.

² Georgia Code Section 40-6-296



The Decatur Police Department teaches traffic safety to elementary school students and participates in traffic safety awareness at an event in Decatur.

Police Officers enroll in Traffic Law and Advanced Traffic Law courses to be educated on laws in Georgia. City staff and elected officials attend trainings, seminars, and summits that relate to bicycle design and accommodation.

C.Enforcement

Enforcement goes hand-in-hand with education. Education is not as effective if there is inadequate enforcement to back it up. Therefore, it is important to enforce the rights and responsibilities of all modes of transportation by ticketing motorized and non-motorized transportation users alike. Motorists should expect to be ticketed for offenses against pedestrians and cyclists. Cyclists and pedestrians should expect to be ticketed for traffic offenses the same as motorists.

To improve bicycle friendliness in Decatur the following should occur:

- Develop a summary of enforcement practices regarding bicyclist and pedestrian rights and responsibilities. This includes ticketing cyclists and pedestrians for traffic violations (e.g., running red lights, riding on the wrong side of the street), and ticketing motorists' violations against cyclists and pedestrians (e.g., failure to yield, speeding). The summary should include a brief statement about the level of enforcement, including the number of tickets issued annually for each type of violation, and the general attitude in the agency on enforcing cyclist and pedestrian rights and responsibilities.
- Provide a statement of a proposed enforcement policy regarding bicyclist and pedestrian rights and responsibilities, including fiscal impacts, staff and equipment needed.

There have been twelve cyclist/motor vehicle crashes in Decatur during the time period 2000 through 2004. Six of these crashes resulted in injuries. Zero resulted

in fatalities. These crashes represent 0.26 percent of total crashes and 0.40 percent of total injuries.

D. Encouragement

Encouraging cycling as a substantial component to the modal mix can help mitigate air pollution and traffic congestion, as well as promote healthier, more bicycle friendly communities. There are at least four encouragement considerations related to bicycle friendliness:

1. One-way trips of 5 miles or less are often suitable for bicycling. Often cyclists are willing to travel even farther distances for commuting trips as well as recreation. Shorter trips are often suitable for walking. It is important to consider non-motorized transportation for visitors and residents alike. Due to well-balanced land-use planning in Decatur almost all destinations within the City are within a five mile trip of neighborhoods and thus are bikeable.
2. Providing well-designed and maintained facilities encourages cycling. Facility improvements for non-motorized transportation can be a relatively inexpensive way to increase mobility and the quality of life. Showers, lockers, and bike parking facilities at destinations, particularly at places of employment, are another. Showers are available to cyclists at the Decatur Recreation Center in Downtown Decatur on Sycamore Street.
3. Lack of adequate bike parking deters cyclists from cycling to a destination much the same as inadequate car parking deters drivers. An adequate number of secure spaces and well designed parking are essential. Ease of use, flexibility in parking and locking methods, attractiveness, weather protection, and protection of bicycles and people from falls or damage are all assets. Areas with frequent pedestrian traffic deter theft. Bike lockers at employment centers, modal transfer centers, and other locations where secure, long-term parking is necessary will encourage commuter cyclists.
4. Annual events can be used to promote cycling through events and media attention, which provide an opportunity to focus on non-motorized transportation. The City participates in the annual Car Free Day in

September and in Bike to Work Day. An annual bicycle ride and race could also be used to promote cycling.

Decatur does many more things to encourage bicycling in Decatur. The City partners with the Clean Air Campaign of Metro Atlanta to reward and encourage commuters who travel by walking, bicycling, taking transit, or carpooling. The Cash for Commuters program financially rewards commuters who currently drive alone to work when they agree to start using a commute alternative.

Commuters already using an alternate mode can track their efforts and earn Commuter Prizes! Each month, participants are entered into a random drawing for \$25 american express gift cards. Approximately 1 in 20 commuters wins each month. Commuter Prizes participants are also eligible to win SpotLight Awards in the amount of \$100 american express gift cards.

The City of Decatur also publicizes Smart Commute Days where City employees using an alternate mode are given prizes like water bottles, t-shirts, or lunch bags. The City of Decatur also raffles off a paid vacation day to those using an alternate mode on Smart Commute Days.

Other programs and activities that encourage bicycling in Decatur include bicycle clubs, advocacy organizations, and Decatur Yellow Bikes. Numerous residents of the City of Decatur belong to bike clubs across the community. Local advocacy organizations that promote bicycling in Decatur include Citizens for a Livable DeKalb and the City of Decatur's Alternative Transportation Committee. Georgia Bikes, the Atlanta Bicycle Campaign, the PATH Foundation, the Southern Bicycle League, and the North Georgia Bicycle Dealers Association are also advocates for bicycling in Decatur. "Team Decatur" participates in the annual Bicycle Ride Across Georgia (BRAG).

Decatur Yellow Bikes, Inc. is a nonprofit organization that reconditions donated adult bikes, paints them yellow, and makes them available to people in Decatur. Local resident Ken Rosskopf started Decatur Yellow Bikes in Decatur because "Decatur's physical characteristics are favorable to short trips by bicycle. The bicycle is a reasonable, practical alternative to using an automobile. The bikes also provide convenient transportation to and from MARTA stations. With the heavy concentration of housing, restaurants, shops, offices, and other businesses, parking can be an issue. The population is educated and knows the benefits of bicycle transportation. A number of people will support such a cause and furnish

the labor needed to make the program a success.” Decatur Yellow Bikes has been in existence since 2001.



An adopted Decatur Yellow Biked is parked at the Old Courthouse.

Through the four “E’s” of detailed in this plan it is hoped that bicycling trips increase and replace vehicular trips in the City of Decatur.

III. Policy Framework

The City of Decatur recognizes that it could offer an improved environment for cyclists and that policy supported by action is necessary to provide a satisfactory bicycling environment.

The Bicycle Friendly Policy is proposed to guide the actions of city agencies as they relate to the goal of encouraging bicycling as a mode of transportation and form of recreation

City Agencies include:

- City Manager's Office
- Codes Enforcement
- Community and Economic Development
- Engineering
- Planning and Zoning
- Police Department
- Public Works
- Recreation
- Streets and Drainage
- City of Decatur Schools

The City of Decatur is committed to promoting bicycling as a mode of transportation and a form of recreation.

The agencies listed above whose activities affect bicycling in the City of Decatur are committed to promoting bicycling as a mode of transportation and a form of recreation through engineering, education, encouragement, evaluation and planning, and enforcement. The City acknowledges the following benefits of bicycling to the community:

- Improved quality of life
- Improved personal health
- Increased social capital
- Improved air quality
- Enhanced mobility
- Improved access

The City of Decatur will consider the addition of bicycle lanes, routes, or off-road paths during all new roadway construction, reconstruction, and resurfacing.

IV. Bicycle Planning

Bicycle Planning in Decatur has a long history. In 1972, the first known bicycle plan was developed in Decatur. Since that time bicycle planning has been an integral part of other plans including the Master Streetscape Plan, the City of Decatur Strategic Plan, the Avondale-MARTA Livable Centers Initiative Plan, and A Master Plan for the Decatur Preservation Corridor. This section summarizes the bicycle components of existing plans.

A. Decatur Bikeway Plan

In 1972, the City of Decatur adopted its first Bikeway Plan with the long-range goal to “provide for relatively safe, convenient, and pleasant bicycle travel between the residential sections of the City and major recreational and commercial centers within this region and in the surrounding rural areas.” The Department of Community Improvement developed the plan based on innovative standards developed by Portland State University, Oregon State University, the Bureau of Public Roads and Department of Commerce, the Bicycle Institute of America and elsewhere.

The Bikeway Plan established the first official policy in the City of Decatur to “provide necessary facilities and services to allow bicycle travel to assume a significant role as a form of local transportation and recreation.” In addition, the first routine accommodation policy in Decatur was adopted with this plan stating, “The opportunity to include bikeways should be considered in the design of all new or reconstructed streets, recreational areas, or other places where their use would further the goals of the bikeway plan.” The plan also led to the implementation of many projects that improved conditions for bicyclists. Projects included covered picnic shelters which “act as pedaling objectives for the weekend tourer”, the installation of parking racks, the improvement and reconstruction of three bridges, the construction of two bicycle only trails, and reorientation or replacement of 25 hazardous sewer grates. In addition, to implementing projects the City recommended that the Police Department initiate a program of on the job training in the law governing bicycle use and bicycle code enforcement.

B. The City of Decatur Strategic Plan

The goal of providing for bicycle travel continues in the 2000 City of Decatur Strategic Plan. Goals in this plan continue to relate to the creation of new bicycle facilities and improvement of those already existing to encourage transportation by bicycle. Goal 8 is to “Improve mobility in and through Decatur.” The City recognized this requires balancing three competing elements: 1) desire for the highest quality of life possible, 2) Decatur as a small player in a large region, and 3) the economic challenges of paying for any proposed remedies. Fundamentally, all Projects focus on taking care of those elements of the transportation system that Decatur can control. For example, Decatur may not be able to “close out” regional traffic, but the City can reduce the level of local traffic by investing in sidewalks and bicycle routes.

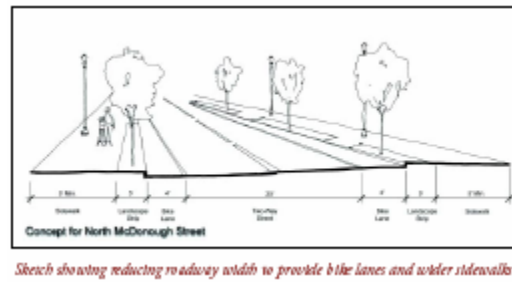
Projects listed under Goal 8: Enhance mobility in and through Decatur include providing detailed recommendations for reducing traffic volume and speeds through a combination of calming and control devices, increased use of alternative transportation, improvements to sidewalks and inclusion of bicycle paths on the city streets.

Other projects and policies in this plan include:

- Adopting standards for East College Avenue;
- Encouraging pedestrian and bicycle connections, particularly to MARTA and to adjacent Decatur neighborhoods;
- Installing sidewalks on all streets according to a standard based on the downtown streetscape requirements. This would include a minimum 5'-wide sidewalk with a minimum 4'-wide planting strip with trees, and the installation of curb and gutter where needed;
- Improving bicycle paths throughout the City; and
- Improve bicycle and pedestrian linkages between green spaces within the community.

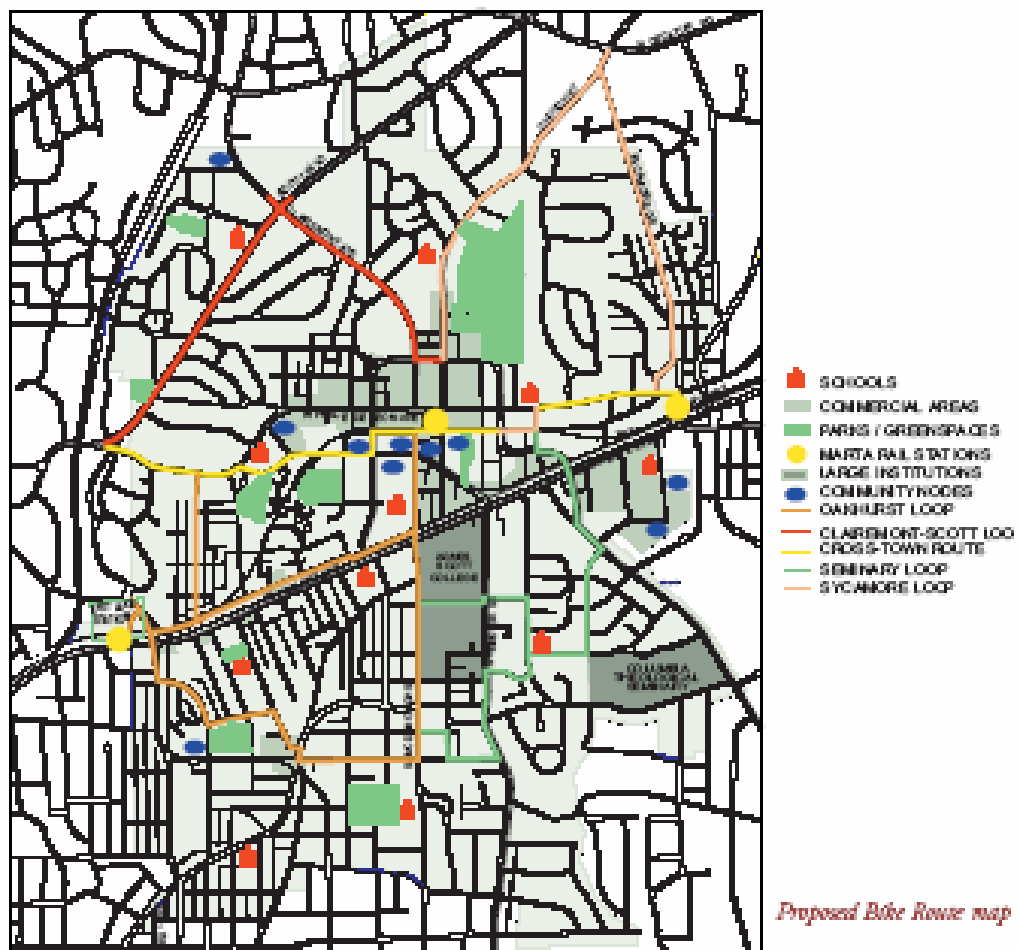
The Plan states, “Bicycling can reduce the number of vehicle miles traveled by 1-3%. In a small city like Decatur this might be increased dramatically.” It recommends planning for bicycle facilities be conducted in conjunction with planning for other transportation modes and parking considerations. Bicycle facilities should be planned and designed to accommodate bicyclists with a broad range of abilities. Figures 2 and 3 illustrate bicycle plans from the Strategic Plan.

Figure 1: Proposed Section of North McDonough Road



Sketch showing reducing roadway width to provide bike lanes and wider sidewalks.

Figure 2: Proposed Bicycle Route Map



C. Avondale LCI

This plan recognized in 2002 that Bicycle transportation was un-accommodated throughout the Avondale LCI district. There were no dedicated on-street or off-road bicycle lanes, and roadway shoulders generally were too narrow to support safe bicycle transportation. Bicycle parking facilities were absent, and roadway traffic speeds made accessing the district by bicycle inhospitable and unsafe.

The plan acknowledged that although the residential densities at that point may not warrant dedicated bicycle travel lanes, it is important to plan ahead for the growth that is planned for the area. As such, the following items must be addressed in planning for future bicycle travel.

Adequate bike lanes for accommodating bikes and cars on the same street
Shoulder widths wide enough to safely accommodate bicycle travel
Parking facilities so that bicyclist can park their vehicles at destinations
Calmed traffic speeds that allow for safe bike travel

A goal of the plan was to provide for the safe facilitation of pedestrian and bicycle travel. Detailed elements of the urban design plan include street furniture like benches, waste receptacles and bicycle racks.

Implementation of the Avondale LCI plan will begin with construction on XXX. Bicycle projects include:

- Bike lanes on S. Columbia Avenue from E. College Avenue to Katie Kerr Drive;
- A 0.9 mile Multi-Use Path along Katie Kerr Drive/ Methodist Children's Home Trail; and
- Bicycle parking in the MARTA structured parking facility, along the streetscape, and at new properties.

D. A Master Plan for the Decatur Preservation Corridor

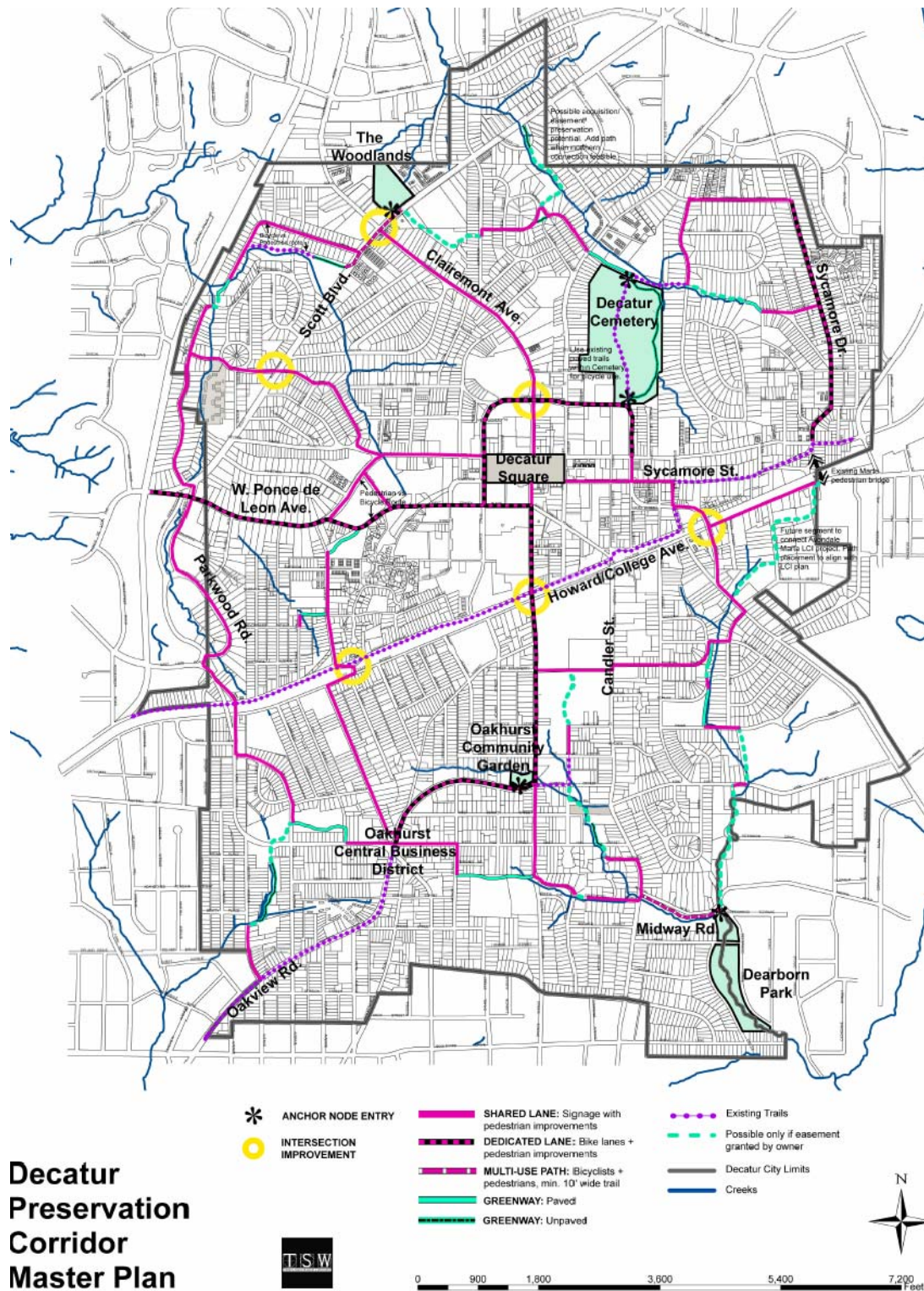
The result of the Master Plan for the Decatur Preservation Corridor adopted July 2005 is a study that strategically assesses and recommends a network of connectivity throughout Decatur, providing neighborhood gateways, pedestrian and bicycle streetscape improvement recommendations, linkage with most major civic and park spaces as well as historic landmarks, and identification of potential preservation sites.

The plan outlines roughly 5 miles of bike lanes, 1.5 miles of bike paths and trails, and 19 miles of bicycle routes. It evaluated the following roadways in terms of posted speed limit, traffic counts, roadway width, number of lanes, and other existing conditions:

- Scott Boulevard
- Clairemont Avenue,
- Commerce Drive,
- North McDonough Street,
- South McDonough Street,
- Oakview Road,
- Driftwood Terrace,
- Midway Road,
- West Ponce de Leon Avenue,
- West Trinity Place, and
- Sycamore Drive.

Typical sections were artistically rendered to illustrate existing conditions and preferred options for the design of the roadway with planned improvements for each of the listed roadways. Figure III illustrates the planned route system.

Figure 3: Decatur Preservation Corridor Planned Route System



V. Bike Decatur Survey Results

In the summer of 2005 the City of Decatur conducted a survey that was distributed via email to bicycling organizations, neighborhood associations, and individuals. It was also posted in electronic format on the City's website, made available in hardcopy at government buildings and local businesses, and published in the Decatur Focus which is sent by post mail to every household in Decatur and made available to the general public as well. Over 250 surveys were completed and returned to the City of Decatur. All of the suggestions are attached in Appendix A. Below is a summary of results:

1. Household size of bicycle riding age in respondents home
Sum: 645 Average: 2.58 Median: 2
2. Number of bicycles in household
Sum: 957 Average: 3.84 Median: 4
3. Number of householders who currently bicycle
Sum: 528 Average: 2.112 Median: 2
4. Percentage of trips made by bicycle in an average week
Average: 22.59 Median: 10 Minimum 0 maximum 100
5. Length in minutes of most frequent bicycle trips
Average: 45.26 Median: 30 Minimum 0 maximum 250
6. Estimate of miles ridden each week
Sum: 12,105 Average: 50.23 Median: 40 Minimum 0 maximum 250
7. Primary trip purpose
 - a. Commuting/School: 62 (total 104)
 - i. And shopping: 4
 - ii. And fitness/recreation: 34
 - iii. And shopping, fitness/recreation: 4
 - b. Shopping: 5 (total 26)
 - i. And fitness/recreation: 13
 - c. Fitness/Recreation: 123 (total 174)
8. Would make respondent bike more frequently³
 - a. Traffic Calming: 95
 - b. Bicycle Routes: 105
 - c. Bicycle Lanes: 186
 - d. Off-Road Paths: 91
 - e. Other⁴: 27

³ Traffic Calming, Bicycle Routes, Bicycle Lanes, Off-Road Paths:31; Traffic Calming, Bicycle Routes, Bicycle Lanes: 16; Traffic Calming, Bicycle Lanes, Off-Road Paths: 6; Traffic Calming, Bicycle Routes: 3; Traffic Calming, Bicycle Lanes: 21; Bicycle Routes, Bicycle Lanes, Off-Road Paths: 16; Bicycle Routes, Bicycle Lanes: 16; Bicycle Lanes, Off-Road Paths: 20

⁴ Slower traffic on main thoroughfares; Single Track mtn bike paths; Signage; Safer crossings, more Path curb cuts; Safer Crossings on busy streets; Places I felt safe leaving my bicycle locked outside; Law enforcement for drivers that bully/harass cyclists by not giving them space; If I worked in Decatur; Enforce speed limit; Early retirement; Driver Education; Do not reduce outside lane widths and if possible increase them; Curbs on Clairemont; Complete Streets;

Most common streets in Decatur currently bicycled on⁵:

1. Ponce de Leon: 134(2 negative response)
2. Clairemont: 91(5 negative responses)
3. College: 66
4. Church: 61
5. Commerce: 52
6. Sycamore: 48
7. DeKalb: 39
8. Howard: 38
9. N. Decatur: 31 (5 negative responses)
10. PATH: 28
11. Trinity: 25
12. Residential: 24
13. Coventry: 20
14. Downtown: 18 (1 negative response)
15. All: 18
16. McDonough: 17
17. Scott: 16 (7 negative responses)

Snapshot of Specific Suggestions:⁶

Bicycle Parking: 25

Comments re improvements to PATH: 27

Comments supporting PATH: 2

Comments criticizing PATH: 7

Build Facilities (bike lanes, wide shoulders): 197

Signals: 13

Education Campaign: 28

Laws and Enforcement: 28

Pavement and drainage: 17

Work with other jurisdictions: 13

Other: 21

These results illustrate that there is a higher average bicycle ownership among respondents per household than persons per household. In addition, we know that of respondents more householders could bicycle and lack of bicycle ownership does not prevent them from doing so. The average number of householders who currently bicycle is 2.112, less than the average number of persons per household.

Better Pavements, Fix Grates; Adequate bike racks at local merchants; and Add many more "share the road signs". Couldn't Ride more.

⁵ Other roads with negative responses include McClendon with 9 responses identifying it as a road traveled and 1 response stating individuals would not ride on it. Forkner with 6 responses identifying it as a road traveled and 3 responses stating individuals would not ride on it.

⁶ Received specific comments from 224 respondents

Results showed a great number of trips by bicycle being made in Decatur with an average of approximately 23 percent and a median of 10 percent. The percent of trips made by bicycle by respondents is promising in terms of active living. In addition, the reported number of miles ridden each week with a median of 40 is excellent in terms of benefits to social capital, quality of life, public health, and the environment.

Although the majority of respondents cite fitness and recreation as their primary purpose (174), 104 respondents are bicycling primarily for commuting/school and 26 are using their bicycles primarily to go shopping. Some respondents selected more than one purpose. Data collected illustrated that type A, type B, and type C cyclists as defined by AASHTO were in each category. There appear to be a large number of recreational cyclists bicycling in Decatur who are type A cyclists. In addition there appear to be a number of type C cyclists who are bicycling to school. There are also a number of Type A cyclists commuting to work by bicycle.

Almost every respondent said she or he would bicycle more if improvements were made. 186 respondents would bicycle more frequently if there were bicycle lanes. Bicycle routes, traffic calming, and off-road paths were also listed as improvements that would lead to increases in bicycling and scored 105, 95, and 91 respectively.

The most common routes bicyclists are using are Ponce (134), Clairemont (91), College (66), Church (61), and Commerce (52). These roads have high volumes of traffic and high speeds and do not have bicycle facilities. They are the most heavily used by bicyclists because they are the roads that connect neighborhoods to Downtown and other jurisdictions. Improvements such as the addition of bicycle lanes on these roadways could lead to increases in bicycling and increased safety for those currently bicycling.

VI. Interim Bicycle Plan

A.Goals

The City of Decatur is committed to promoting bicycling as a mode of transportation and a form of recreation. The goal of this plan is to fulfill that commitment by planning for the provision of appropriate bicycle facilities, education of motorists, bicyclists, and others, encouragement of bicycling as an active form of living and mode of transportation, and law enforcement to improve the safety of bicycling in Decatur.

B.Facility Typology and Design

i. Shared Roadways

The majority of bicycle travel in Decatur occurs on roadways without any bicycle facilities or bikeway designations. In some cases, especially on low traffic speed and low traffic volume residential streets, signed routes, bicycle lanes, or multi-use paths may be unnecessary.

A 14 foot travel lane or the development and maintenance of a 4 foot paved shoulder can improve the safety and convenience of bicyclists and motorists along such routes.

ii. Bicycle Routes

Bicycle routes also known as signed shared roadways are designated by bicycle route signage. These facilities can provide continuity with other bicycle facilities or designate preferred corridors for bicycle travel through Decatur.



Designated bicycle route roadways should provide advantages to cyclists over alternative routes. The departments responsible for selecting and engineering these routes should assure they are suitable as shared routes. Prior to signing a route AASHTO recommends the consideration of the following criteria:

- a) The route provides through and direct travel in bicycle-demand corridors.
- b) The route connects discontinuous segments of shared use paths, bike lanes and/or other bike routes.
- c) An effort has been made to adjust traffic control devices (e.g., stop signs, signals) to give greater priority to bicyclists on the route, as opposed to alternative streets. This could include placement of bicycle-sensitive detectors where bicycles are expected to stop.
- d) Street parking has been removed or restricted in areas of critical width to provide improved safety.
- e) A smooth surface has been provided (e.g., adjust utility covers to grade, install bicycle-safe drainage grates, fill potholes, etc.).
- f) Maintenance of the route will be sufficient to prevent accumulation of debris (e.g., regular street sweeping).
- g) Wider curb lanes are provided compared to parallel roads.
- h) Shoulder or curb lane widths generally meet or exceed width requirements of 14 feet.

iii. Bike Lanes

Bike lanes are dedicated striped and marked lanes on the roadway and have corresponding signage along the roadway. Bicycle lanes should be provided where there is significant bicycle demand or where there are needs that can be served by their establishment. Considerations should be given to latent and future bicycle demand.

National standards should be followed in the design of bike lanes including design guidance from AASHTO on bike lanes at intersections and bike lanes and turning lanes. Bike lane widths should be at a minimum 4 feet. When on-street parking is provided the bicycle lane shall be placed between the parking area and the travel lane and have a minimum width of 5 feet.

It is very important to ensure a smooth pavement surface in bicycle lanes. In addition, local ordinances should prohibit motor vehicles from parking, stopping, and waiting in bicycle lanes. It should also be prohibited for bicycle lanes to be blocked in any manner. These laws should also be enforced.

iv. Multi-Use Paths

Multi-use paths also known as shared use paths should be used to serve corridors not served by roadways or where wide tracts of former utility or railroad right of way exist. These facilities can be used to provide opportunities for bicycle and pedestrian access where automobile access does not exist or is not permitted. Multiple users including bicyclists, pedestrians, joggers, dog walkers, skateboarders, in line skaters, and people pushing baby carriages should be considered.

When considering the proper facility an overriding concern is potential conflict with motor vehicles. At points of intersection between a multi-use path and roadway the safety of users operating on the path should be considered. The same hazards posed to bicyclists operating on sidewalks exist at curb cuts and intersections on multi-use Paths. These hazards should be minimized while still allowing access by bicyclists to the path and not limiting its use as a transportation facility in addition to a recreational facility.

Multi-use paths should not preclude on-road facilities. According to AASHTO, the minimum width for a two-way multi-use path is 10 feet. In rare instances 8 feet may be adequate. The minimum width of a one-way multi-use path is 6 feet. A minimum design speed of 20 mph should be considered when designing multi-use paths.

C.Considerations

The following should be taken into consideration when developing the engineering or system portion of the plan:

i. Maintenance

Bicycle and pedestrian facilities need a certain level of maintenance in order to remain usable and safe. Maintenance levels can range from frequent sweeping and routine repair and vegetation trimming to maintenance by request only. Level and schedule of maintenance can be decided on a corridor-by-corridor basis, or based on an adopted maintenance policy. The level of maintenance for these facilities should be

planned and budgeted while a project is being planned. Maintenance for existing facilities also needs consideration.

Currently the streets in downtown Decatur and the Cemetery are swept weekly and all other streets in Decatur are swept monthly. Pedestrian facilities are kept free of debris on almost a daily basis. Facilities are repaired and upgraded as needed.

ii. Bicycle Parking

Consideration should be given to adequate bike parking at any destination, much the same as providing car parking at any destination. Adequate, usable, and secure bicycle parking encourages the use of bikeway systems and is a necessary component of these systems.

The City of Decatur has a bicycle parking ordinance that requires a building, commercial establishment or other property, whether privately or publicly owned or operated, which provides automobile parking facilities, whether free of charge or for a fee, to any employees, tenants, customers, clients, patrons or other members of the public customarily utilizing such building, commercial establishment or property shall provide parking facilities in the ratio of at least one (1) bicycle parking space for every twenty (20) automobile parking spaces. Provided, however, that no building, commercial establishment or other property subject to the provisions of the ordinance shall have fewer than three (3) bicycle parking spaces. The City also produced a “Set of Recommendations on the Selection, Layout, and Installation of Bicycle Parking Facilities” to assist developers, property owners, and persons in the provision of usable and secure bicycle parking.

iii. Intermodal Connections

Connectivity within each modal system as well as from one system to another ensures the success of the entire transportation system. Intermodal linkages should be provided wherever it is possible to interface between two or more modes. This includes providing appropriate facilities for cycling to bus stops and terminals, train stations, park-and-rides, airports, and other modal facilities. This also includes providing adequate and appropriate bicycle parking and, in some cases, the ability to transport bicycles on other transportation modes.

There are three MARTA rail stations in the City of Decatur. Each station has bicycle parking and in the future these transportation terminals will have to provide Class 1 bicycle parking spaces. It is legal and encouraged to transport bicycles on all public transit systems in Decatur including MARTA rail and busses and the Clifton Corridor TMA Downtown Decatur Shuttle. In addition, numerous taxi services operating in Decatur allow passengers to transport their bicycles in the taxi vehicle. Bicycle facilities that connect to transit are prioritized in this Plan.

iv. **Types of Cyclists**

Cyclists come in all ages and backgrounds, and have a variety of origins and destinations. It is important to include young children as well as seniors, citizens as well as visitors, and economically advantaged as well as the economically disadvantaged in these plans and to consider their needs.

AASHTO following the categorization of bicyclist user types by the Federal Highway Administration discusses the three categories of bicycle user types (A, B, and C) in its “Guide for the Development of Bicycle Facilities.” Type A users are advanced and operate their bicycles like they would motor vehicles. Type B users are less confident adults who ride for transportation and or recreation. Lastly, type C users are children. AASHTO explains the needs of each bicycle user type in its guide. Multiple user types should be considered when planning bicycle facilities, education programs, encouragement programs, and enforcement practices.

v. **Crash Data**

An analysis of crash statistics is a useful tool in developing a system plan. Information such as location of crash (intersection or mid block, street or section of path), number of crashes in each location, crash type, age of victim, and cause of crash should be available through law enforcement agencies' accident reports.

This information is useful in determining the need and priority of new facilities, as well as the need for better signage, traffic control and/or education. This information should be kept close track of in the future by requesting that law enforcement agencies provide monthly reports as they become available. Crash related safety information should also be collected, such as helmet use of crash victims.

There have been twelve cyclist/motor vehicle crashes in Decatur during the time period 2000 through 2004. Six of these crashes resulted in injuries and there were no fatalities. These crashes represent 0.26 percent of total crashes and 0.40 percent of total injuries.

vi. **Facility Appropriateness**

Because roadway improvements often offer the most direct route, the least expensive bicycle improvement, and the safest alternative for more experienced cyclists, it is appropriate to include on-street bicycle facilities on most roadway projects, regardless of whether an off-street project has been proposed.

This Plan includes recommendations for on-street and off-street facilities that many times overlap. For example this Plan recommends an on-street facility on Howard Avenue where the multi-use off-street PATH also exists. Off-street facilities will be primarily used on school and recreational routes. On-street facilities will be primarily used for transportation routes and to connect to off-street facilities.

vii. **Signage**

Bike Route signage should be considered as an engineering element. Where ever possible it should be consistent throughout the region, using a similar symbol for bicycle routes, and placed in similar locations along the routes. Coordination with GDOT officials is recommended, as some of the routes may become part of a future statewide and/or interstate signage system.

The City of Decatur may choose to develop signage specific to Decatur to be used on routes and to signify bicycle parking locations or other facilities. However, standardization of signage allows bicyclists to follow marked routes more easily. The PATH foundation with facilities in Decatur marks its routes with specific signage throughout the region. The Manual on Uniform Traffic Control Devices (MUTCD) has standardized signage for bicycle routes, bicycle parking, and sharing the road.

viii. Traffic Signals

Traffic signals can also present problems for bicyclists. Demand-actuated (vs. pre-timed) traffic signals, which turn green only when the system detects traffic, often do not detect bicyclists well. Bicycle-sensitive loop detectors should be used to make traffic signals work for bicyclists. Stencils can be used to show bicyclists where to ride to cross the most sensitive portion of a loop. Loop detectors in bicycle lanes and on multi-use paths can also be used a method of counting bicycles in addition to changing the signal. Advanced stop bars can facilitate the convenient and safe left turn movement of bicyclists at signalized intersections.

Bicycles should also be considered in the timing of the signal cycle to ensure bicyclists have adequate time to clear the intersection.

The City of Decatur should ensure that demand-actuated (vs. pre-timed) traffic signals have bicycle-sensitive loop detectors. Detector loops in multi-use paths at signalized street crossings and in bicycle lanes on streets with signal detection should be installed.

D. Recommended Facilities

Based upon previous plans, input from the community, and a study of the transportation network in the City of Decatur the following improvements are recommended.

i. Engineering

- Identify storm drainage grates installed perpendicular to the curb (direction of bicycle travel) that present hazards to bicyclists and correct them.
- Connect downtown Decatur to downtown Oakhurst by installing bike lanes on North McDonough Street from Trinity Place across College Avenue and on South McDonough Street to Oakview Road. Install 5-foot bicycle lanes on Oakview Road from South McDonough Street to the City Limit. In addition to linking two sections of the City and multiple neighborhoods with business districts this facility will provide improved bicycle access to Decatur High School.

- Narrow Clairemont Road to three lanes through a “Road Diet” and install 5-foot bicycle lanes to connect residential areas to Downtown Decatur’s commercial, recreational, and government facilities. Rebuild the curb to separate the sidewalk from the roadway and improve the sidewalk
- Install 5-foot bicycle lanes and reduce the number of vehicular lanes on West Ponce de Leon from Scott Boulevard to Downtown Decatur.
- Narrow vehicular lanes on Church Street and install 5-foot bike lanes.
- Install 5-foot bicycle lanes on West Trinity place and E Trinity Place and on South Candler Street from City limit to City limit.
- Install Share the Road signs on Howard Avenue, South Columbia, Drive, Scott Boulevard, West Ponce de Leon, and Clairemont Avenue.
- Improve Howard Avenue and East and West College Avenue for on-street bicycling.
- Develop a plan to work with the City of Atlanta, DeKalb County, and the Georgia Department of Transportation to improve East Ponce de Leon/Scott Boulevard with at minimum a 4 foot paved shoulder and preferably a bike lane. In addition, study area for an alternative adjacent roadway to facilitate bicycle travel for type B and C cyclists.
- Upgrade bicycle and pedestrian only neighborhood connecting paths from dirt to paved paths and add bollards or other device to separate facility from motor vehicles.
- Add a curb cut, crosswalk, and signalization to allow bicyclists to access the Atlanta to Stone Mountain Path trail at Commerce Drive and Howard Avenue.
- Install bicycle lanes on Commerce Avenue
- Replace existing convex speed humps with bicycle friendly longitudinal traffic calming devices like sinusoidal speed humps or speed tables with 3-4 foot clearance between device and curb.

- Adopt a bicycle parking ordinance and install bicycle parking spaces.
- Upgrade signals for bicycle travel and loop detectors for bicyclists. Mark the pavement with paint to illustrate where cyclists may best trigger a signal change.

ii. Education

- Apply for a Governor's Office of Highway Safety grant to implement an education and targeted enforcement campaign. This campaign will be geared towards educating motorists, bicyclists, and pedestrians on the rules of the road, sharing the road, and safe travel.
- Extend Safe Routes to School education programs to all City of Decatur schools.
- Offer effective cycling courses through the Decatur Recreation Center.

iii. Encouragement

- Record locations of bicycle parking spaces in a format to be displayed graphically on the Bike Decatur website and to be available in hard copy.
- Stage an annual bicycle ride and or criterium in Decatur.
- After on-road bicycle facilities have been implemented create a bicycle map for Decatur. Distribute this map in hardcopy and through the Bike Decatur website.
- Allow full use of showers at the Decatur Recreation Center to Bicycle Commuters
- Celebrate Bike Month and continue to celebrate International Car Free Day.
- Establish encouraging programs like "Shop by Bike". Use CMAQ funding to purchase racks or baskets for bicycles and distribute to cyclists to encourage shopping by bike. Work with restaurants and business in Decatur to offer discounts to customers who bicycle there.

iv. **Enforcement**

- Utilize targeted enforcement along Safe Routes to School and identify other locations where targeted enforcement could be successful.
- Enforce existing speed limits. Work with other urbanized areas to petition the State to allow county and municipal law enforcement officers to enforce the speed limit at the posted speed limit.
- Promote share the road concepts through warnings and ticket aggressive drivers.
- Establish a “Get Caught in the Act” program in partnership with the DeKalb County Board of Health and Safe Kids of DeKalb to reward child cyclists caught by the police wearing bicycle helmets with reflectors, stickers, or other non-food items.

In addition to the implementation of the above mentioned facilities and programs the City of Decatur should evaluate the effectiveness of the implemented facilities and programs and continually strive to reach its goal of promoting bicycling as a mode of transportation and form of recreation.

E. Funding and Phasing

The Funding and Phasing of Section VI.D Recommended Facilities should be developed during the Community Transportation Plan process that begins study in 2006. The feasibility and cost of recommended facilities should be examined at that time. This is because it will be more efficient to study the transportation system as a whole and phase projects accordingly. In addition, it will be financially prudent to implement bicycle projects with sidewalk and roadway projects on the same roadway at the same time.

VII. Appendix

A. Survey Suggestions

Specific Suggestions from the Decatur Bicycle Survey are included in this section. Suggestions are printed as they were given. However, comments have been categorized under headings and entire respondent suggestions were broken up to do so.

Bicycle Parking

1. Bike racks
2. Bike Racks
3. Public bicycle racks
4. More bike racks. Nothing says bikes welcome like bike parking spots in busy areas. One of my biggest concerns is having my bike stolen or vandalized, and one of my favorite parking spots is to lock it to the metal rail that surrounds the ATM machine (and surveillance camera) at the Publix. So while we are making wild wishes how about a few parking spots near MARTA where bikes can be locked, in an area that is clearly marked under camera surveillance. That might encourage people to ride to the station, then MARTA wherever they need to go. The Civil liberties people might freak, but hey, there's plenty of cameras around already, privacy is long gone.
5. More places to lock bicycle, in front of Decatur Courthouse annex, for example.
6. More encouragement from MARTA for cyclists by adding bike racks at the Decatur MARTA station
7. Put bike lockers at MARTA. Require bike racks wherever parking is required.
8. Add bike racks to every (or as many as possible) green street light.
9. Make sure there are plenty of really convenient places to lock up bikes,
10. More bicycle rack
11. Bicycle racks in public areas and parks.
12. Bike racks at businesses
13. More bike racks
14. Bike racks everywhere

15. There need to be many, many, many more bicycle racks outside stores, shops etc. downtown.
16. If we had better access and safer locations to leave bikes, we bike a lot more.
17. More bike racks
18. More bike parking structures are needed throughout Decatur especially in shopping areas.
19. Need good bike rack at the Marta Stations
20. More bike racks. More expensive and fewer parking spots (no free parking for anyone, including City of Decatur officials & employees)
21. Bike racks
22. Create a bike parking ordinance and have approved by the City Commission. Start a bicycle parking rack installation program.
23. Make sure businesses accommodate bikes (banks should even allow bicycles thru drive thrus seeing as they are classified as vehicles by law.)
24. Bike parking

PATH Comments

Desired Improvements

1. A more seamless/safe integration of the PATH with streets at the Dairy Queen would be great.
2. The biggest issue is the traffic especially riding up Clairemont to get the PATH system.
3. More curb cuts in the beautiful new PATH section, such as at Commerce to accommodate cyclists going downtown- less sharp curb cuts.
4. Expand access to the PATH
5. In addition to single bikes we also own a tandem bicycle, and some of the intersections on the PATH are difficult for us with our limited turning radius. For future planning and construction, it would be helpful if some of the turns were not quite so sharp.
6. I like the path trail, but the ups and downs of the curb crossing streets makes it harder to navigate and breaks pace.
7. Please find a way to connect the path trail through Decatur.
8. Better tie-in with Atlanta to Stone Mountain Path route (maybe bikes lanes leading from downtown which avoid the extremely long light at Trinity)
9. Would like to see new PATH along the MARTA tracks to go through the entire city parallel to the tracks
10. The PATH route as currently configured has some difficult transitions, particularly in front of the Dairy Queen and Freight Room. This is crucial because any child wishing to ride a bicycle from the west end of town to Glennwood, and to uses the path will have to cross here. Right now, the official crossing requires cyclists heading east to turn left onto the DQ sidewalk, cross in front of cars turning into the parking lot, make a right turn in the middle of a busy lane, with the view of oncoming traffic obstructed by a tree, cross in the middle of the street to get across the street. This is terribly dangerous, even for a skilled cyclist, but potentially lethal for a kid. A better crossing would be to just have a cyclists cross straight across the PATH directly across the street since there is a light there, it doesn't require a lot of turns and traffic is halted by a stoplight. The modifications needed would basically be changing two curbs and striping the lane.
11. The route to Stone Mountain needs to be better marked- particularly where it turns onto Clarendon.
12. Stay back lines at points where crosswalks access the bike path. A ramp and curb break in the PATH at Trinity/Howard and E College behind the

- DQ for stroller and bike traffic to get over the tracks to the patch of dirt that passes for a pedestrian crossing at the 4 lane part of E College and S Candler. Bike lanes not paths on Commerce, Ponce, and Clairemont.
13. Please put a curb cut where the bike path meets the intersection of commerce/howard. You have to dismount and carry bike into traffic to turn onto commerce.
 14. Either make it easier to cross the tracks to ride the new bike lane, or make College safer to ride on.
 15. Need a bike lane on Commerce, access to bike path off Commerce behind Decatur High School (across from Renfro).
 16. Provide demarcated bike lanes and provide a way for bicyclists to get off Path at Commerce and go downtown.
 17. Continuity of stone mountain downtown path through Decatur
 18. New bike path on Howard is fantastic but could use some more curb dips for turning off and getting on it at key side streets.
 19. Extend actual bike path from downtown Decatur towards Farmer's Market so that one does not have to ride on Ponce those few blocks just West of Sam's Crossing.
 20. Signs showing how the bike path winds its way through Decatur,
 21. Bike path gets confusing in Downtown Decatur- it needs to be better marked
 22. There should be a curb cut in the PATH where the west branch of Commerce dead-ends into DeKalb Ave. so you can cross the street & get onto the PATH without putting yourself in danger to bump your bike up onto the PATH.
 23. Complete PATH through Decatur so traveling on roads is not necessary (this is almost the case). Wherever possible add bike lanes to existing streets.
 24. More dedicated bicycle lanes connect the PATH trails in a more practical way provide direct and major bicycle routes to facilitate commuting (make places easier to get to by bike than by car).
 25. Better making of bike paths/routes in Decatur area.
 26. Does not currently bicycle on any streets in Decatur- Says I take my bike on my car to the Path, but I would love to be able to ride from my home on Westchester Dr to work at Emory Hospital but feel intimidated by the cars on N Decatur and Clairemont – we need a bike lane there. More bike lanes
 27. Off-Road Paths (really like the new path along DeKalb, better connectivity with PATH, more signs on how to stay on the PATH/where it goes and for care to recognize bike traffic.

Positive

1. The bike path to Stone Mountain is terrific and a great start to turn Decatur into a bike friendly city.
2. It would be nice to have dedicated bicycle lanes or separate bike paths to ride on. The Stone Mountain Trail through the City is a great example of the latter. Having these would provide a safer environment for younger riders and would make it easier for all of us to get around town.

Negative

1. The off road path along DeKalb Ave is not much fun b/c it was done in sections like a normal sidewalk. It makes for a bumpy ride.
2. The overgrown sidewalk provided by PATH is great for joggers and short recreational riders. However, it actually hurts true commuting because cars see it and expect all riders to be on it. I have people trying to wave me off the road onto that PATH where, at 25 mph, I really don't belong. Real bike lanes are much safer since cars **MUST** watch out for you. You're too easy to ignore on the PATH at intersections.
3. Bikes have a right to be on the road, paths give the opposite impression. They are great for kids and rollerblading, but at 25mph road bike on a PATH is not in anyone's interest.
4. Bike paths usually become pedestrian paths create a hazard when crossing driveways. Bikes should have their own traffic lanes in the street. Bike paths sound like a good idea initially. But if you have ever ridden the bike path out to Stone Mountain, the drawbacks are apparent. First a bike path gets a lot of foot travel. So there is a conflict between pedestrians and cyclists, and the cyclists come out looking like villains. An experienced cyclist can travel 12-15 mph easily and when there are pedestrians, collisions are dangerous. Second- every time a bike trail crosses a driveway there is a conflict because vehicles in driveway don't have time to react to approaching traffic. Bikes would be safest in bicycle lanes moving with car traffic. Conflicts with pedestrians would be reduced to pedestrian crossings where the pedestrian clearly has the right of way. And a cyclist moving in a bike lane on the street can see cars merging from a driveway into traffic. And the cars can see the cyclist. Traffic laws treat bikes the same as cars. Same burdens, same privileges. Putting a bike on a special bike path that attracts pedestrians creates a dangerous mix.
5. I prefer a bike lane that is part of the road over a separate path like the PATH.

6. The PATHS as presently constructed are often more dangerous than the roads, especially at intersections.
7. The current paved bike path/sidewalk is not suitable for road bicycling and I only use it with my mountain bike for fear of a puncture.

Facilities

1. Bicycle lanes on Ponce, Commerce, and Church.
2. Sharper corners at intersections.
3. Dedicated bike paths
4. Pedestrian/bicycle only areas.
5. Please do not consider adding traffic calming devices (such as speed tables, narrowing streets, traffic "slots as they often create dangerous situations for cycles- see McClendon Avenue through Candler Park as a perfect example of these devices that create dangerous situations for your self-propelled two-wheeled friends.
6. Bike lanes.
7. Avoid the use of sidepaths and add more on road facilities (bike lanes and wide shoulders)
8. Painting of bike lanes, where possible to make streets more bike friendly.
9. Bike lanes, bike routes, just make the roads wider on the right, especially Clairemont- that is just too narrow
10. Traffic calm on main roads. Make speed bumps and other traffic calming devices more bike friendly.
11. Bicycle Lane on Clairemont
12. Wider curb lanes
13. I would like to see more bike lanes/paths. The biggest issue is the traffic especially riding up Clairemont to get the PATH system. It's definitely a dangerous mile or so.
14. Add bike lanes.
15. Allow bikes in the cemetery after dark to avoid some busy roads at night.
16. Bike Lanes would be a great addition.
17. Build some mountain bike trails that link up with existing trails.
18. More off road path, specifically off road mountain bike trails. That means dirt trails, not paved
19. Bike lanes on College Ave and Howard Ave
20. Bike Lanes, especially on busy streets in Decatur.
21. Moderate on-street accommodations and bikes in the agenda could help the city win recognition as a BFC.
22. Complete Streets
23. More Bike lanes
24. Rethink Candler curb cuts; reduce bulb out at Water St and Ponce near the post office- cyclists must move into the vehicular travel lane- very dangerous roads at Ponce and W Trinity for cyclists continuing on Ponce.

25. Signed bicycle routes
26. More bike lanes, share the road signs
27. Create more greenway trails for cyclists
28. Bicycle Lanes
29. More bike lanes, more bike paths
30. Certain “improvements” to the road make them significantly more dangerous for cyclists, such as the narrowing of streets and implementation of speed humps, for both of these tools force cyclists farther into lanes of traffic. I would suggest no further implementation of these items.
31. Traffic calming and bike lanes
32. More bike lanes, more “Share the Road” signs.
33. Lose the speed bumps.
34. Bike lane on Ponce from West entrance to Post Office.
35. Bike paths (or fix sidewalks!) As a senior citizen I am afraid to ride on streets though until recently I bike voraciously- even across the US. I would dearly love to feel safe biking everywhere.
36. Add bike lanes.
37. Design speed bumps with a gap for bicycles.
38. More bike lanes. Especially on Clairemont and Ponce- those roads are scary to ride on, but essential to get to any of the shopping areas.
39. Add a bike lane along the CSX on College Avenue
40. Most of my riding around Decatur is family riding to various restaurants to eat. We use the neighborhood streets because of the volume and speed of traffic on Clairemont Ave., lack of bicycle lanes, and minimal traffic code enforcement along the corridor. I think the Decatur’s focus should be on providing safe routes to schools for kids to encourage more children on bicycles (more exercise for children).
41. We need more bike lanes. I was very disappointed when the Ponce street improvements went in without a bike lane. Something like the Path on DeKalb Ave., but with more trees or on street paths.
42. I would like something that I feel safe to bring my 3 year old on with our child seat.
43. Institute one-side of the street parking along bike routes (see Greenspace master plan)
44. More bike paths along very busy thoroughfares like the new one along Howard Ave or designated lanes. Church St Trinity Clairemont Commerce Ponce de Leon for instance.
45. Make major streets such as Church St, Commerce and College safe and more bike and pedestrian friendly. Improve intersections

46. Bike lane down Clairemont or Church St (these are the only 2 direct means to downtown)
47. Share the Road sign
48. Bike lanes if wide enough (more share the road signs)
49. More “no turn on Red, fix sidewalks, create more off-road paths, wider bike lanes in streets
50. Widen N Decatur and Clairemont to decrease cut through traffic in neighborhoods⁷
51. Maybe bikes lanes leading from downtown which avoid the extremely long light at Trinity.
52. It would be great if there were bike lanes on the main
53. Share the road signs would be a great first step. Anything to raise community awareness of bicycling lanes, signs, wider flat gutters, or bike lanes
54. Designated bike lanes as part of the road, not separate bike paths, are best for commuting.
55. Acknowledge that kids under 10 probably need to be on sidewalks sometimes unless you can really put a bike lane or bike path on every street. Busy thoroughfares like Clairemont, Scott, Ponce, will never be suitable for children otherwise. Clean up the sidewalks, especially around Decatur Housing Authority homes. Those folks walk and ride all the time and there’s underbrush and overhanging foliage blocking the sidewalks on Trinity place, Water street, and Swanton Way.
56. Bike lanes would be nice.
57. Many people in Decatur work at Emory; many would bike if there was a safe route. Need more and better bike trails to schools. Intersection of Scott Blvd. and Clairemont still stinks even with traffic camera. It is incredibly dangerous for students to get to Renfro middle school across the tracks- there is no safe way to cross the railroad tracks for students or anyone else. Needs to be a better way for Agnes Scott students to cross the tracks. All of the intersections over the train tracks still stink for pedestrians and bicyclists.
58. Bike lanes on Clairemont and Ponce
59. Just do common sense things...Make bike lanes where necessary, paths when possible etc. Many cities have great bike ways. I think the most important thing would be lanes or paths to get through the city easily, north, south, east, west etc.

⁷ Note to readers: Widening Roads does not necessarily reduce cut through traffic.

60. We need more bike lanes for people like myself to feel more comfortable riding on the roads. The bike lanes should connect to Emory and Decatur. The lanes should go through quiet neighborhoods or on rail road tracks. Lanes on major roads should not be directly next to traffic.
61. Bike lanes are a good start, but finding ways to slow and limit traffic (widening roads, more turn lanes, etc⁸) should be goals too.
62. Narrow McDonough Street in the block between the courthouse and the high school. Convert it to two car lanes, two bike lanes, parking and a wide sidewalk. The current width encourages high car speeds.
63. A bike lane on Clairemont Rd from Decatur town square to N DeKalb.
64. To do real commuting roads like Clairemont, LaVista, N Decatur need to have bike lanes.
65. Perhaps bike lanes on the larger roads (Scott, Ponce, Clairemont)
66. Clairemont is downright deadly and it is such a major artery, that until it is improved for bikes, no one can really increase riding.
67. Traffic calming.
68. More bicycle lanes. Wider lanes where there are no bicycle lanes so it is possible to truly share the road.
69. Either make it easier to cross the tracks to ride the new bike lane, or make College safer to ride on. It's hard get from SW side of Oakhurst to downtown safely.
70. More bike paths and lanes would make me very happy.
71. Special lanes or extra space.
72. Lanes on streets work best for me- cyclists should not mix with pedestrians as a rule. For example, I appreciate what has been done on Ponce between Sycamore and just before Laredo, and I love the informational markers, but I'd prefer a lane coterminus with the road (like the stretch on Briarcliff circa Sheridan). I don't think traffic in Decatur is often fast enough to cause much danger to cyclists
73. Add bike lanes, post "same roads, same rules, same rights" signage to educate drivers. Don't copy McClendon Road's traffic calming system. The narrow lanes with high curbs are extremely dangerous to cyclists.
74. More signs reminding people that bike have a right to the road as well as cars.
75. More bike lanes or bike routes.
76. Bicycle lanes on Clairemont, Commerce, and College. Petition state for Clairemont to be a city street and not a state highway then lower the

⁸ Note to readers. Widening roads and adding turn lanes have not been shown to limit traffic or slow speeds. In fact widening roads leads to increases in traffic volume and speed.

- speed limit. Lanes on Church also a path w/o speed bumps would be good.
77. More pedestrian and bike crossings with accessible signal buttons.
 78. Need a bike lane on Commerce, access to bike path off Commerce behind Decatur High School (across from Renfro).
 79. Bike lanes
 80. More bike lanes
 81. More signs
 82. Bike lanes; keep motorists off what few bike lanes there are, connect bike lanes.
 83. More bike lanes
 84. Make more bike lanes
 85. Traffic calming, bike lanes
 86. Bike lanes
 87. Bike lanes
 88. Wide curb lanes
 89. Need better separation between Clairemont and sidewalks. Cars go so fast and there isn't anything to slow them down.
 90. Bike lanes! Reduce Clairemont to three lanes (one turn lane) with bike lanes on either side.
 91. I would like to see bike lanes. When traffic is heavy I ride on the sidewalk, which is illegal⁹, but I want to live through my journey. I feel that most people do not know that bikes belong on the street and often are angry because they have to maneuver around the cyclist. I hate driving in traffic and would like to see this city support and encourage other ways of travel, but people have to feel safe.
 92. Off-Road Paths that take an efficient route and are shaded by trees. Bicycle lanes are a second choice. Abrupt speed bumps can also be a hazard to bicyclists and have resulted in a number of injuries.
 93. Bike paths that allow us to ride separate from traffic; bike paths that don't follow the roads so we're completely away from traffic. My husband is from the Netherlands, and the bike paths are really a separate form of transportation, and don't follow the roads. It's so nice not to ride with the

⁹ Note to readers: It is not a violation of any Decatur City code to bicycle on the sidewalk. There is signage posted at the downtown square that tells cyclists to dismount, but there is no code violation. That said; studies show it is more dangerous for cyclists to bicycle on the sidewalk. This is due to speed of travel, numerous curb cuts, multi-directional travel, failure of vehicular drivers to look on the sidewalk, and because sidewalks have been engineered for pedestrians and crossings for the speed of pedestrians. It is against the law in most jurisdictions in GA to bicycle on the sidewalk.

- fumes and the traffic. It's an ideal, and may not be possible in Decatur, but would be great.
94. Dedicated bike lanes on main thoroughfares
 95. More dedicated lanes on the major thoroughfares
 96. Reline Clairemont Avenue so that it is 2 wide lanes with a parking lane/wide shoulder- do this from East Ponce to North Druid (I am certain DeKalb County will agree). Install a traffic circle/roundabout at Clairemont/Scott Blvd and see what happens!
 97. Construct bicycle lanes on main arteries (i.e. Commerce, Ponce, Clairemont) through the city.
 98. Bike lanes
 99. Bike routes with well protect street crossings
 100. Provide demarcated bike lanes
 101. Safe bike paths or bike lanes would make a world of difference
 102. Path, lanes, signage for cars.
 103. Bike lanes, bike lanes, bike lanes
 104. More bike lanes, better streets
 105. Safe way to cross railroad tracks and dedicated lanes on Oakview, McDonough, Candler, and Clairemont
 106. My kids want to ride to school by themselves but the traffic makes me nervous, especially the right on red corners where cars pull up to turn and could hit a pedestrian or bicyclist who is crossing
 107. Do something to make it safer crossing E Trinity Place where Howard ends; same thing at intersection of Scott, Medlock and N Decatur. Also (less important) any way of helping bikes cut through the square area in conjunction with forth coming renovations?
 108. Install slits in speed bumps so bikes can pass through and not over the humps.
 109. Have bicycle lanes on the side of roads, about 3 feet¹⁰ wide
 110. Create safe bicycle lanes. We would ride to the Kroger or the library or the square if there were safe bike lanes. Currently we do not ride that much beyond Winona Park because of the traffic. We tried taking part in the ride to school day at Glenwood, but it was difficult because of the traffic.
 111. Widen and repair sidewalks

¹⁰ AASHTO requires a bike lane on a roadway with no curb and gutter to be a minimum of 4 ft. When there is on street parking the minimum width is 5 ft and AASHTO recommends the lane be placed between the parking lane and the travel lane. If parking volume is high or turnover is substantial an additional 1 to 2 feet of width is desirable. Bike lanes should never be placed between the parking lane and curb lane.

112. More bike lanes on the road-Clairemont is too narrow to ride on. More bike signs saying Share the Road. Make more sidewalks so pedestrians and joggers don't collide with bikers. Convert more railroads and buy more land to make public parks so there can be quiet safe places to ride. Most importantly, improve public transportation in Decatur and greater Atlanta to get more cars off the road.
113. Scott Blvd is a nightmare with my 3 ½ year old on the back of my bike and my 7 year old on her own. It's too scary to use the road and to dangerous/overgrown to use sidewalks.
114. Make it easy to ride on sidewalks¹¹
115. Extend actual bike path from downtown Decatur towards Farmer's Market so that one does not have to ride on Ponce those few blocks just West of Sam's Crossing. Have a bike path to get to Emory from downtown Decatur.
116. Traffic Lanes for bikes. Bikes should have their own traffic lanes in the street.
117. I prefer a bike lane that is part of the road over a separate path like the PATH.
118. I would like to see more designated bike lanes especially on the busier streets. Better signage and PR reminding drivers that bicycles are around.
119. Traffic calming bulb-outs as on Trinity are hazardous for bikes- no room on side, forces you out in front of cars
120. Bike lanes (much cheaper than PATHS, and the PATHS as presently constructed are often more dangerous than the roads, especially at intersections)
121. Bike lanes.
122. Avoid Atlanta McClendon Avenue type bulb-outs
123. Ability to ride bikes with traffic without fearing for my life and my children's- either bike lanes or bike routes
124. Bicycle Lanes!!!!
125. I am SICK to death of traffic calming, and think that is so wrong-headed – it has created traffic jams in Decatur where there had not been any; in Atlanta, wrong-headed traffic-calming has made what once was broad lovely streets like McClendon into choked off lanes with terrible bulb-outs that are too narrow for a bike and car to safely go beside each other. I would love to see some sort of bike lane on Clairemont – it is extremely dangerous to ride on Clairemont.

¹¹ Note to Readers: See footnote #3.

126. Bike lanes
127. It would be nice to have dedicated bicycle lanes or separate bike paths to ride on.
128. Bike trails or off-road paths would be excellent.
129. More protected and safe cyclist's roads set apart from regular roads. Plant more hardwood trees to control exhaust fumes and make a healthier environment in summer time.
130. Over engineered intersection and streets with additional lanes designed per GDOT standards to move vehicular traffic quickly are Decatur's biggest obstacles for bicyclists. Remove unnecessary turn lanes and travel lanes, and replace with landscaped medians that will calm/slow traffic and promote more pedestrian/bicycle friendly circulation.
131. Make Clairemont road three lanes (two travel lanes and middle turn lane) and add bike lanes. Wherever possible add bike lanes to existing streets.
132. Signs that encourage cars to SHARE THE ROAD with us.
133. Bicycle Lanes with prominent signage
134. Slow traffic on Scott (a horribly dangerous crossing for peds and bikes) – at least enforce the speed limit and the crosswalk at Merrill. Add sidewalks everywhere (especially the forgotten Chelsea Heights).
135. Dedicated bicycle paths (off-road) Designated bicycle lanes (on-road)
136. Slow the traffic on Clairemont Ave; create safer crossings at all railroad intersections.
137. Bike lanes. The new streetscaping along Ponce is very nice, however, the extended curbs decrease bike space. Dangerous for bikers in front of post office as traffic down to one lane and no shoulder. Also need flashing lights and school crossing signs Ponce Clairemont and Church bikers and walkers. Lower speed of traffic and less traffic (know the second is hard to do and get a lot of pass thru traffic.)
138. Bike lanes on major roads
139. Striped bike lanes that would interconnect to form a network
140. A safer crossing across College at the train tracks- very difficult to cross with kids! Repaired sidewalks (also wider) on College would encourage more people to bike from up Glennwood/ downtown and vice versa.
141. Reminders to cars that bicycle may be in lanes. Example bicycle logo in the right lane of Piedmont adjacent to Piedmont Park or signs. A bike lane between downtown Decatur and Emory University would be fantastic. Is there anything about that in your discussion?
142. Bike Lanes
143. Bicycle lanes!

144. Traffic calming on College Avenue- maybe a road diet between Commerce and Sam's Crossing
145. Do something about the corner of College and Columbia- bike lanes would be the best, but at least some traffic calming there. Also the intersection of College and Candler Road is terrible- more well defined crosswalks would help as well as traffic calming.
146. Slow traffic on Clairemont. Difficult to cross at Church St/Commerce heading towards Kroger (Glennwood School) because of turn lane. No right turn on red would improve. Currently 20% of trips made by bicycle- We have hopes of increasing our trip frequencies and length. Thank you for your work.
147. More bike lanes;
148. Protected bike lanes on major roads
149. Dedicated and clearly marked bike lanes
150. Bike lanes, bike racks
151. Bike lanes throughout! Make it clear bicycles have a place and are respected. The more bikes the fewer cars will clog up Decatur. Think St. Simons or Hilton Head. Too much expense for off-road paths. Bicycles belong on the roads and their spaces needs to be spelled out definitively. Traffic calming would help too, but we need to be careful we don't do it the way they did it on McClendon Ave. The islands make it too narrow for bikes to safely ride with traffic. Good for pedestrians but unsafe for bikes. Clairemont and N Decatur badly need bicycle lanes. Think of all the traffic we could eliminate if people felt safe doing errands on bike. I would love to ride my bike to Blockbuster, the library or the post office. Please consider bike lanes throughout Decatur. Bicycles are good for the community. They bring a feeling of human scale, healthy living, and are environmentally good for the community.
152. More dedicated bicycle lanes connect the PATH trails in a more practical way provide direct and major bicycle routes to facilitate commuting (make places easier to get to by bike than by car).
153. Better making of bike paths/routes in Decatur area.
154. Bike paths would be perfect in a practical way and in a marketing way. Shows we promote bike activity at all levels.
155. Bike lanes clearly marked caution or traffic lights at pedestrian intersections. Bike Paths to all school within the City.
156. Easier way to cross E College to Church St (steps down/up in underpass) safer crossing over RR tracks. More "seamless' biking paths with less exposure to major traffic (for biking with children)
157. More bicycle lanes and continuous bicycle routes

158. Establish a no-car zone---perhaps the intersection of E Ponce de Leon Ave and Commerce Dr could be the western point of the zone and the intersection of E Ponce de Leon and Church St. its eastern point.
159. Create specific bike lanes
160. It would be great to have the streets painted (low curb barriers would be better) with true bike lanes)
161. Bicycle lanes on all major roads: Church, Clairemont Scott, W and e Ponce, Sycamore, Candler, E College
162. Does not currently bicycle on any streets in Decatur- Says I take my bike on my car to the Path, but I would love to be able to ride from my home on Westchester Dr to work at Emory Hospital but feel intimidated by the cars on N Decatur and Clairemont – we need a bike lane there. More bike lanes
163. Read the ASHTO guide on bicycle facilities carefully. Cycling works when the existing road network accommodates cycling with wide 2 lane roads (14ft lanes)¹² speed bumps that leave gutters free (no bulb out etc).
164. Please no bulb-outs like City of Atlanta did on McClendon.... These traffic calming solutions are very dangerous to cyclists others like speed bumps are OK.
165. Please make Ponce safer for biking!
166. More bike paths- Especially to elementary schools from school district areas. Do traffic calming on Sycamore Dr move emergency route to Winn Way.
167. Share The Road signs for all of Howard Avenue, all of Columbia Drive, and Ponce de Leon between Commerce and Acadia.
168. Develop a new, bicycle friendlier longitudinal traffic calming device (sinusoidal speed humps, or speed tables like DeKalb but with 3-4 foot clear space at curbside) and replace all the existing convex speed humps.
169. Upgrade all the neighborhood “cut-throughs” from dirt to paved with bollards and signs (e.g. between Derrydown and Poplar, Landsdowne and Adair, and Mockingbird and Byrd).
170. Road diets for Clairemont and Church Streets.
171. Bike lanes on McDonough Street (and maybe on Commerce).
172. Bike lanes and/or road diet for Howard Ave.
173. We need a north/south corridor that is off road. Clairemont, in particular, can be pretty hairy.

¹² A shareable lane is defined by AASHTO as a lane that is 14 ft wide. A lane this size can safely accommodate a motor vehicle and a bicycle operating side by side.

174. I feel we need better routes to cross major streets between neighborhoods. Examples- Intersection of Trinity and College, College and Commerce. Include more bike signs (share the road, bike path, etc).
175. Create or maintain room on the main thoroughfares for cycling. East Ponce is very nice, West Ponce in the area of recent street improvements cause congestion which frustrates drivers and potential hazards to cyclists such as car doors opening. This is not that dire of a situation.
176. Share the Road signs everywhere to raise drivers awareness of cyclists.
177. Lanes good only if kept clean and free of cars
178. Better crossings over East and West College Ave and train tracks
179. Bike Path W Howard to downtown Atlanta/GSU
180. Bike Lanes, No Traffic Calming
181. Inner City Paths like Peachtree City
182. More bike lanes for easy access to shopping and schools especially crossing College Ave.
183. Slow the traffic
184. Bridge over 285 in Clarkston
185. Bike lanes
186. Separate bike path from road for safety
187. Bike lanes, Rails to trails
188. Better Connectivity to other communities
189. Improve Path's crossing of I-285, especially for those coming inbound. Cyclists are forced to share a two lane road with 18-wheelers, a CENSORED excuse for a bike friendly PATH. Bike-lane on College Ave through Avondale
190. Traffic calming, bike routes
191. Wide lanes/Bike lanes. On Katie Kerr between Sams Crossing and Columbia the curves are very dangerous, thus I ride to Decatur less often
192. Bike paths, off-road paths
193. Bike paths/lanes
194. More bike lanes, Bike paths for kids
195. More bike routes/Bike lanes
196. I would like to see more bike routes and bike lanes. Integrate them with routes in Atlanta.
197. Widen or create road shoulders; fix potholes; smooth traffic bumps (especially those on Sycamore Drive); make the intersections where the off-road PATH crosses streets safer (e.g. smooth curb cuts, remove manhole covers, stop cars before crossings or alert them that

people/bicycles may be crossing); more share the road signs; bicycle lanes with dedicated bicycle traffic lights.

Signals

1. Signals for bicyclists
2. Paint marks at intersections where bikes can trigger traffic signals.
3. Install bicycle actuated sensors for traffic lights
4. Bike activated traffic lights
5. Traffic signals that favor pedestrians
6. Bikes “tripping” left turn signals.
7. Rational stoplights
8. More pedestrian and bike crossings with accessible signal buttons.
9. Eliminate pressure sensitive lights (e.g. DeKalb and Atlanta Aves. (a very bad intersection for bikes).
10. Need flashing lights and school crossing signs Ponce Clairemont and Church bikers and walkers.
11. Caution or traffic lights at pedestrian intersections.
12. Place light change buttons where they are more bike accessible.
13. Make sure sensors can detect bicycles and cyclists can tell where to stand to set them off.

Education

1. A print and broadcast campaign that is very visible in the AJC and all Decatur neighborhood newspapers. Educating the driving public about the rules of the road and the do's and the don'ts through gently worded strategically placed ads. Motorists genuinely do not know what to do when they come into view of a cyclist. They get nervous and try to pass is.... These "reminders" will go a long way to enlighten motorists and help them learn how to drive safer around us.
2. I was going to add driver education but I find Decatur drivers are very nice to cyclists.
3. Better communication campaign (road signs; direct mail postcards or repeated inserts in the Decatur Focus/ on the Decatur web site. Etc that positions Decatur as a community that promotes cycling
4. Help drivers learn that bicyclists have same responsibilities and rights on the road. That we are not trying to slow them down. That we aren't supposed to ride on pedestrian sidewalks etc. Top 5 ways to share road safely etc.
5. I think one of the most important ways of improving biking in Decatur would involve greater community and police awareness that cyclists have a right to be on the road, and thus to please share it.
6. Public awareness that cyclists have the same rights to the road as cars- share campaign about traffic harassment of cyclists- would it kill someone to wait 30 seconds to pass.
7. More "Share the Road" signs, educating motorists and cyclists about sharing the road.
8. Include some type of education and heightened awareness for automobile drivers in Decatur.
9. How about an ad campaign promoting bicycling and proper ways to share the road
10. Share the road signs would be a great first step. Anything to raise community awareness of bicycling including sponsoring races, signs, education.
11. Education of vehicle drivers as to the rules/rights of a cyclist. If more vehicle drivers learned what cyclists should learn about riding on the road, the roads would be safer for cyclists.
12. Driver awareness of and sensitivity to bikes is a major problem.
13. More public education to the rights and responsibilities of bicyclists.
14. Post "same roads, same rules, same rights" signage to educate drivers.

15. Share the road awareness through education, yard signs and share the road stickers.
16. Educate public
17. Try to make clear to drivers the significance of bicycle riders and the importance of the three foot clearance needed.
18. I feel that most people do not know that bikes belong on the street and often are angry because they have to maneuver around the cyclist.
19. Promote awareness of bicyclist's in drivers' education curriculum.
20. Better signage and PR reminding drivers that bicycles are around.
21. Campaign and signs to make local automobile drivers more aware of cyclists.
22. I don't think many people are cognizant of the fact that many people bike to work, school, or for other reasons hence they see bike riders as a nuisance. Perhaps some community education in the form of leaflets or something about the dynamics of respecting bike riders and motor vehicles.
23. Education of drivers
24. Share the Road signs everywhere to raise drivers awareness of cyclists.
25. Driver education
26. Mandatory driver education
27. Educational programs (for motorists and cyclists) would be top-notch
28. Driver Education

Law and Enforcement

1. Mandate that Decatur police start verbally warning speeding, reckless and drunk drivers who are stopped of the possible repercussions of their unsafe driving to cyclists;
2. Allow bikes in the cemetery after dark to avoid some busy roads at night.
3. Slower speed limits near residential areas.
4. Police bike patrols
5. Enforcement of speed limits
6. Intersection of Scott Blvd. and Clairemont still stinks even with traffic camera.
7. Narrow McDonough Street in the block between the courthouse and the high school. The current width encourages high car speeds.
8. People drive too fast due to lack of enforcement. I often see people driving down Howard at 50 mph+ I also see the same thing on W Ponce (Between the Post Office and Scott). The speed limit is only 30 mph but due to a four lane road and little enforcement people drive much faster.
9. Traffic signs indicating that bikes are allowed to ride 2 abreast and not required by law to defer to cars.
10. Motivation in form of tax relief or in other ways to get more people on the road.
11. Police who take accidents involving cyclists seriously (and for all I know, they already do) are helpful. That includes accidents caused by cyclists blindly running stop signs as well as drivers who try to intimidate others.
12. Enforce speed limit
13. Traffic enforcement, arrest people who run red lights
14. Enforcement of the speed limit
15. Need better separation between Clairemont and sidewalks. Cars go so fast and there isn't anything to slow them down.
16. Try to make clear to drivers the significance of bicycle riders and the importance of the three foot clearance needed.
17. My kids want to ride to school by themselves but the traffic makes me nervous, especially the right on red corners where cars pull up to turn and could hit a pedestrian or bicyclist who is crossing
18. Currently we do not ride that much beyond Winona Park because of the traffic. We tried taking part in the ride to school day at Glenwood, but it was difficult because of the traffic.

19. Hire more policemen to ticket speeding motorists. Have the City of Decatur reward and incent employees to carpool, bike, and take public transportation. The key is to decrease traffic.
20. More law enforcement to aggressors (drivers that bully/harass cyclists by not giving them space.)
21. Slow traffic on Scott (a horribly dangerous crossing for peds and bikes) – at least enforce the speed limit and the crosswalk at Merrill.
22. Lower speed of traffic
23. Slow traffic on Clairemont. Difficult to cross at Church St/Commerce heading towards Kroger (Glennwood School) because of turn lane. No right turn on red would improve.
24. City tax levied on residents for car ownership progressively indexed according to the gas consumption of the vehicles, with the revenues perhaps used to subsidize a car rental program where city residents can rent at low rates when they feel they must drive (this does not need a huge government bureaucracy—it can be administered via coupons or vouchers made available to Decatur residents redeemable at a car rental company doing business in Decatur for the rental of small or hybrid cars);
25. Need motorists to respect rights of cyclists- Police enforcement. Need police on bicycles on road.
26. Enforce speed limits for cars.
27. Slow the traffic; make police more aware of cycling law. Make drivers more aware of cycling law. Bicycle related questions on drivers license test.
28. Speed limit enforcement

Pavement and Drainage

1. Church St has some significant potholes and cracks that make cycling dangerous, as cars are rarely aware/considerate of the necessity to avoid them, (generally any maneuvering farther into the lane of traffic).
2. Fix the parallel grate on Coventry.
3. Fluorescent paint warnings around grates and other road hazards.
4. Ensure wide , debris free road shoulders;
5. Fix bad drainage grates, fix pot holes.
6. I prefer to ride on the street but conditions of the road (pavement) make it hard and dangerous with many holes and rough areas.
7. Smoother pavement near curbs, regularly clean the streets of leaves, glass, debris, and branches. Decatur streets are downright lethal in the fall.
8. Remove gravel/debris from shoulder of roads, remove grates that are parallel to the road
9. Cleaner streets, storm grates installed so that the slots run perpendicular to traffic.
10. Storm drain covers that can trap bicycle tires should be replaced. An example is the storm drain on Coventry Road East of Scott Blvd. The drain has bars parallel to the direction of travel.
11. Make sure all grates are turned with slots perpendicular to direction of travel; install slits in speed bumps so bikes can pass through and not over the humps.
12. Ask cyclists where there are sewer grates that can trap bike wheels.
13. Correct all the improperly installed, and dangerous to cyclists, storm drain covers (e.g. on Coventry).
14. Upgrade all the neighborhood “cut-throughs” from dirt to paved with bollards and signs (e.g. between Derrydown and Poplar, Landsdowne and Adair, and Mockingbird and Byrd).
15. Fix grates so all run perpendicular to street.
16. Lanes good only if kept clean
17. Cleaner- less glass

Work with Other Jurisdictions

1. Decatur City officials partnering with Atlanta City officials (or Decatur officials to exert more influence on state officials) to provide safer riding conditions for cyclists in order to create and promote inter-city safe cycling routes.
2. Of course, this is Atlanta and everything is relative. Decatur is one of the few areas in the metro region with significant pedestrian activity, which make auto drivers more aware of other types of transportation than is usual in the metro region at large, so that is a big help as well.
3. Have the City of Atlanta adopt some bike solutions.
4. Coordination with Emory (N Decatur or Desmond)
5. Many people in Decatur work at Emory; many would bike if there was a safe route.
6. The bike lanes should connect to Emory and Decatur.
7. Reline Clairemont Avenue so that it is 2 wide lanes with a parking lane/wide shoulder- do this from East Ponce to North Druid (I am certain DeKalb County will agree).
8. A bike lane between downtown Decatur and Emory University would be fantastic.
9. I would love to be able to ride from my home on Westchester Dr to work at Emory Hospital
10. Most importantly, improve public transportation in Decatur and greater Atlanta to get more cars off the road.
11. I would like to see more bike routes and bike lanes. Integrate them with routes in Atlanta.
12. Bike Path W Howard to downtown Atlanta/GSU
13. Bridge over 285 in Clarkston

Other Comments

1. There are several organized rides that leave or go through Decatur, attend the social gathering after one of them for feedback. Starting Times: Freight Room Sat at 2pm, CVS Thurs at 6:30 PM, Tues Bike South at 6:30 pm. Have a Bike Rally or Bike Day. Contact the SBL.
2. Beyond the action points in LAB's guidelines, the city should consider targeting adjacent communities and institutions with incentives for everyday commute, shopping etc. Improve access to public restrooms and drinking water. Replace cyclist dismount signs with Share the Road; ensure wide, debris free road shoulders; police bike patrols; bike safety ed. And safe routes to school for youth; involve the local bike club(s). Decatur has potential as a cycling destination with quality public places and compact core, with suitable terrain. Moderate on-street accommodations and bikes in the agenda could help the city win recognition as a BFC. Thanks for inviting rider suggestions and do keep us posted on the City Web Site and in "focus" Complete Streets, Share the Road, Bikes Belong.
3. Maps
4. Conduct surveys using web or email because MS word documents cause cancer.
5. Provide incentives and facilities (showers) for city employees to bike to bike to work (like Emory CCTMA). Expand the Decatur Yellow bike program. Add bike lanes.
6. Most of my riding around Decatur is family riding to various restaurants to eat. We use the neighborhood streets because of the volume and speed of traffic on Clairemont Ave., lack of bicycle lanes, and minimal traffic code enforcement along the corridor. I would prefer to teach my daughter hoe to safely travel on the roadways, but we use the sidewalk along Clairemont due to unsafe conditions (as mentioned above). I have purchased lights for my daughter's bike to improve her visibility to automobile drivers. I think the Decatur's focus should be on providing safe routes to schools for kids to encourage more children on bicycles (more exercise for children). This should include some type of education and heightened awareness for automobile drivers in Decatur. This should be supported through increased patrol of these areas/routes by Decatur Police with tough enforcement and revenue increases generated by stiffer financial penalties.
7. Sponsoring races

8. Acknowledge that kids under 10 probably need to be on sidewalks sometimes unless you can really put a bike lane or bike path on every street. Busy thoroughfares like Clairemont, Scott, Ponce, will never be suitable for children otherwise. Clean up the sidewalks, especially around Decatur Housing Authority homes. Those folks walk and ride all the time and there's underbrush and overhanging foliage blocking the sidewalks on Trinity place, Water street, and Swanton Way. DHA kids are on bike all the time but many do not have helmets and many are sharing and borrowing bikes, perhaps not bikes in good condition. Why not institute a bicycle donation, repair, helmet giveaway program for these kids? They are centrally located in Decatur, near MARTA, and thus in a good position to walk and bike everywhere if given the proper training and equipment. I'd be glad to help with this kind of effort. I keep an extra bike and helmet at home so my son's friends who visit from DHA can ride with us. This is a huge, untapped audience for cycling. Such a program would also have health and perhaps community and youth motivational benefits.
9. Sponsor an evening criterium to promote cycling and a community committed to fitness
10. Summer weekly criterium in downtown Decatur to create more bicycle awareness; walk and roll to school at Clairemont and Glenwood schools was a fabulous way to get people more aware that they can ride around Decatur. What prevents me, most often, from riding, is lack of time- but I try to remind myself, that one of the main reasons we live in Decatur is because we can walk or ride almost anywhere.
11. There have been suggestions for a Decatur Criterium; what an excellent way to promote cycling in the community. Not only would it enhance our image as a bicycle friendly town, but it would also attract spectators into Decatur who would then patronize local restaurants.
12. A practice criterium would be nice
13. Bike lanes would be nice. Perhaps "mapquest" like routes available on the Decatur website where you can log in your departure and destination and get the most bike friendly route.
14. Have more city officials ride bikes, like the police already do.
15. A bicycle shop downtown for supplies, repairs etc. would also be well-used. Could also use this as a hub for planning bike trips, information on bike paths etc. It would be nice if Decatur actively sought out a store to go into to many new office/retail spaces opening up downtown. If we had better access and safer locations to leave bikes, we bike a lot more. Again, a bike resource close to downtown would greatly encourage biking – this might even be combined with a larger/broader outdoor activities store.

Could consider approaching REI or even the state parks department to open a small outlet/office. The demographic of downtown Decatur and immediate surrounding areas is much more outdoor activities oriented than much of ATL (running, camping, backpacking, biking etc.). Could potentially contact the Atlanta Outdoor Club (<http://www.atlantaoutdoorclub.com/>) to collaborate.

16. Less expensive and more reliable MARTA

17. For ten years I have been riding in Decatur. While riding, the wind blowing through, and in zones where I can divert energy from my dome of safety, my favorite topic is thinking of ways of enhancing bicycling in Decatur. My early visualizations were very grandiose, with Decatur as the hub of bicycling activity throughout the Atlanta Metro Area, with routes going west (stone mountain), east (downtown), south (Arabia Mountain), and North (Dunwoody). While a portion of this vision has come to be, especially with the PATH, it still lacks in terms of volume of cyclist and bike lane accommodations. Three years I have assisted with Bike DeKalb, one year as the event coordinator. In 2003 we ran it in downtown Decatur. Well, needless to say, over the years I have downscaled my vision. I originally thought we would easily get 1000 bicyclist at Bike DeKalb. My goal has always been to get the people that own bikes opposed to those that actually use their bikes. Well, we manage to get around 200 a year, mostly hardcore type cyclist. No, I am not a cynic about bicycling potential. Yes, my idea of having people manditorily having to cycle on bikes connected to generators to create a portion of their electrical needs may be out there, but the idea of Decatur as a bicycling hub could truly become reality. I did grow up in Palo Alto, which is now considered a gold medalist so I have seen the process. It seems to me we need something to rally around, a foundation so to speak. I think our application to LAB is a good first step. The idea of Decatur as a hub of Metro Atlanta Cycling might be too broad. If downtown is the hub (either the square or the old depot and eventually Oakhurst), the neighborhoods are the spokes. Our goal could be to connect the neighborhoods to the hub. The idea being that most people live within a couple of miles of downtown and could easily bike downtown for the PATH, Marta, shopping, and events. Also, the organization of people in Decatur seems to be by Neighborhood. One idea would be to engage neighborhoods through their neighborhood associations with a competition. The most active neighborhood could be designated the first spoke. Once a neighborhood is chosen, efforts can be focused on connecting that neighborhood to downtown with publicity and some

actual bike safety infrastructure like bike lanes. The neighborhood approach allows the City to prioritize projects in an orderly way that will also engage usage (since only neighborhoods that lobby actively will be chosen). It will also permit measured results, with additional spokes being added with each neighborhood. Once 2-3 neighborhoods are connected it is possible that we will get the critical mass to meet the larger goal of becoming a hub for cycling throughout Metro Atlanta, which will be great for Economic Development (the city loves to hear about that). Having lived in Palo Alto in the 70's and 80's I can reflect a little to what led to its success; a culture of activity, a network of bike lines connecting the city to outlying areas, including the University (very important), a centralized hub from which to base bike lanes and trails, train station in the hub for easy entry and exit, a very active bicycle store within the hub (Palo Alto Bikes), and good weather. Sound familiar. Decatur can boast most the criteria above. One might argue about the culture of activity, but I see signs of Decatur changing rapidly towards one of activity. While we do not have an active bicycle store within the hub, we have one close by. It is also possible that a portion of the depot could be used for bike and skate rentals (similar to Piedmont Park). We have Marta and Emory University. I strongly urge we develop a partnership with Emory advocating bicycling between the University and downtown. One advantage we have over Palo Alto is close biking proximity to the largest tourism draw in the county (State?) with Stone Mountain and to the largest urban center (Downtown Atlanta). I hope you find my comments helpful. I look forward to participating in making the dream of a bicycle friendly Decatur a reality. Thank you for your time.

18. Compile a bike plan from excerpts of all the existing city plans have approved by the City Commission.
19. Work with Decatur Yellow Bikes to help secure a permanent maintenance facility and possibly bring "DASANI Blues Bikes" to town too.
20. Help start and support an annual bicycling event.
21. Publish a bicycling and transit map once most of the physical improvements are made.